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COUNTRY Germany (Soviet Zone)

REPORT NO.

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TOPIC Rail Shipments of Soviet Troops and Supply

EVALUATION see below

PLACE OBTAINED

DATE OF CONTENT 8 March to 15 April 1952

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DATE OBTAINED DATE PREPARED 25 April 1952

REFERENCES

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1. a troop train arrived at Wunsdorf, and two troop trains respectively in Forst Zinna on 24 March 1952. The trains came from an unknown direction. (1)

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2. Empty converted boxcars which had been dispatched from the Lichtenberg railroad station included: 8 cars to Ohrdruf, and 5 cars to Neuruppin on 22 March; 6 cars to Neuruppin on 24 March; and 35 cars to Forst Zinna on 27 March.

3. The following Soviet troop trains were in the Cottbus railroad district between 8 March and 10 April:

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Date	Composition of Troop Trains	Dispatching Station	Receiving Station
8 March	9 SS-type flatcars with tanks and 16 flatcars with trucks	Luebben;	Weisswasser
16 March	4 SS-type flatcars with tanks and 1 flatcar with radio trucks	Schwepnitz	Cottbus
2 April	6 SS-type flatcars with tanks and 11 flatcars and boxcars with trucks and soldiers	Luebben	Weisswasser
4 April	2 SS-type flatcars, each escorted by 10 soldiers	Cottbus	Weisswasser

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<u>Date</u>	<u>Composition of Troop Trains</u>	<u>Dispatching Station</u>	<u>Receiving Station</u>
10 April	6 SS-type flatcars with tanks [redacted] and 1 flatcar with tank truck [redacted]	Cottbus	Weisswasser

(2)

4. Soviet troop trains and supply shipments [redacted] in [redacted] the Cottbus railroad district between 9 March and 11 April included:

<u>Date</u>	<u>Composition of Trains</u>	<u>From</u>	<u>To</u>	
9 March	36 cars	Koenigsbrueck	Roederau	[redacted] (4)
12 March	94 flatcars and 3 SS-type flatcars	Koenigsbrueck; [redacted]	Kroepelin	
21 March	84 axles	Schwepnitz	Riesa	
24 March	11 boxcars and 46 flatcars	Weimar	Fuerstenberg; [redacted]	[redacted] (5)
26 March	15 boxcars	Finsterwalde; [redacted]	Teltow	- (6)
	5 boxcars and 20 flatcars	Schwepnitz	Rueckmarsdorf	- (4)
27 March	16 boxcars, 10 flatcars and 2 SS-type flatcars	Schwepnitz	Grimma	- (4)
1 April	114 axles	Chemnitz	Koenigsbrueck	[redacted] (7)
5 April	23 cars	Koenigsbrueck	Ohdruf	[redacted] (8)
7 April	14 boxcars and 24 flatcars	Parchim	Brand; [redacted]	[redacted] (9)
9 April	6 flatcars with trucks without bodies	Cottbus	Weimar	
11 April	4 boxcars with soldiers and 5 flatcars with 6 AA guns	direction of Falkenberg	Grunow	

5. Two troop trains of 30 cars each [redacted] respectively, which went from Neuruppin to Forst Sima on 11 April, were listed in the records of the Berlin railroad district.

6. Troops practiced loading 40 cars at the Dallgow-Deeboritz railroad station from 2 a.m. to 6 p.m. on 9 April. [redacted]

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7. Following are excerpts from teletype messages sent by the 3d Subdistrict Office of the Berlin railroad district:

At 8 a.m. on 4 April. Two converted boxcars and 11 flatcars with hinged side-walls, and practice shuttle-train [] had to be made available at the Wildpark railroad station. (10)

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At 6 a.m. on 4 April. Two converted boxcars and 10 flatcars with hinged side-walls, all cars capable of long distance runs, had to be made available at the Jueterbog railroad station.

On 3 April. Cars to be assembled with priority for loadings of the SOC included: 3 boxcars and 27 flatcars at the Oranienburg railroad station; 25 flatcars at the Hennigsdorf railroad station; and 10 SSY-type flatcars of tank shuttle-train [] and 23 SSY-type flatcars of tank shuttle-train [] at the Brandenburg-Altstadt railroad station. (11)

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During the night of 23 April. Of a troop train [] 13 cars were dispatched to Jueterbog-Altes Lager and 19 cars to Trebbin. The train came probably from Erfurt. [] (12)

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At 7 a.m. on 1 April. Three converted boxcars and 15 SSY-type flatcars of tank shuttle-train [] had to be made available for loading at the Dallgow-Doeboritz railroad station.

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8. According to [] the 6th Subdistrict Office of the Berlin railroad district, flatcars and converted boxcars which had to be assembled at the following railroad stations for the loading of troops included: 27 flatcars at Neuruppin on 11 April; 27 flatcars at Bernau on 13 April; and from 11 to 15 April, 25 boxcars at Brandenburg-Altstadt; 23 boxcars at Neuruppin; 1 boxcar at Doepshin; 2 boxcars at Strausberg; 5 boxcars at Bernau; 8 boxcars at Rathenow-Mord; 30 boxcars at Dallgow-Doeboritz; 12 boxcars at Gatzkorn; and 7 boxcars at Sachsenhausen. (13)

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9. The following numbers of Soviet military personnel were observed aboard leave trains in Frankfurt/Oder between 7 and 9 April:

Date	To Brest Litovsk	From Brest Litovsk
7 April	250 and 260	240 and 250
8 April	270 and 270	260 and 270
9 April	260 and 250	250 and 240

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[] Comments.

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- (1) According to other sources, the troop train [] came from Bleicherode, the one [] from Oranienburg, and the one [] from Neuruppin. []

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- (2) The data on troop trains between Lueblen or Cottbus and Weisswasser generally confirm observations by other sources who stated that small tank units of the 9th Mecz Div continuously arrived at Weisswasser for practice firing.

[] connection with the troop train on 6 March 1952, belongs to the 692d How Arty Regt of the 9th Mecz Div which is stationed in Cottbus. As the train carried nine tanks, []

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It is assumed that the tanks came from the 21st Tank Regt of the 9th Mecz Div in Lueblen. []

- (3) Components of the 4th Gds AAA Div were unloaded at the Krocnalin and Neuhukow railroad stations on 14 March 1952. []

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mentioned in paragraph 4 of the present report confirms the 263d AAA Regt of the 4th Gds AAA Div in Koenigsbrueck until 12 March 1952.

- (4) The troop trains from Schwepnitz probably carried components of the 8th Gds Mecz Div and the 9th Tank Div which returned after a period of practice firing with live ammunition at Koenigsbrueck.

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- 25X1 (5) Compare with the same observations by other sources. [redacted] 25X1
- 25X1 (6) [redacted] a supply depot at Teltow.
- 25X1 (7) Compare with the report by another source on the loading of a component of the 6th (?) Gds AAA Div from Chemnitz to Koenigsbrueck on 31 March 1952. [redacted] 25X1
- 25X1 (8) Probably the unidentified unit which moved from Ohdruf to Koenigsbrueck on 30 March 1952 and returned to Ohdruf on the train on 5 April 1952. [redacted] 25X1
- 25X1 (9) The troop train [redacted] was previously observed by other sources. Observations reported from Brand indicate that an AAA unit was loaded on the train. [redacted] mentioned in paragraph 4 of the present report in conjunction with the receiving station of the above troop train belongs to the OATB of the unidentified bomber regiment at Brand.
- 25X1 (10) The cars which had to be assembled at the Wildpark railroad station on 4 April 1952 were probably used for the loading of a component of the unidentified artillery division from Potsdam on 6 April 1952. [redacted] 25X1
- 25X1 (11) The Hennigsdorf railroad station is situated near Velten. Possibly components of the 31st AAA Div from Schoenwalde were to be loaded on these 25 flatcars. Probably elements of the 63d Gds Tank Regt of the 10th Gds Tank Div from Brandenburg were to be loaded at Brandenburg-Altstadt on the SoY-type flatcars with the Letzling Heath as their possible destination.
- 25X1 (12) [redacted]
- (13) Compare with the statement in paragraph 5 of the present report, the information on 27 flatcars to be assembled at Neuruppin for the loading of troops on 11 April 1952.

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